

PUT MILLIONS IN WATERWAYS, URGES HARLAN

Interstate Commerce Commissioner Sees Way Out of Freight Problem.

Railroads Unable to Handle the Business of the Country.

President Seeks Way to Keep Water Out of Stocks.

James J. Hill says the railroads of the United States need five billions of dollars for building new road and improving the present lines.

Interstate Commerce Commissioner Harlan says the country needs \$20,000,000 expended in making its internal waterways capable of relieving the tremendous pressure of traffic.

Mr. Hill complains that there isn't money enough in the country to make it possible to meet the requirement of the railroads.

Commissioner Harlan thinks there is no difficulty about getting the necessary money to meet transportation exigencies.

"Why," said the commissioner, who has recently been doing some investigation of car shortage and other railroad troubles, "we went out to Minneapolis to study conditions, and were told that the railroads couldn't keep up with the development of business. They told us of how the railroads used to drive away the Indians as they advanced their lines into the wilderness. They were built far ahead of the demands of business."

Business in the Lead.

"Nowadays, they seem to have taken another view of the situation; business has grown up to them, and they have apparently adopted the policy of doing their best to care for it, but abandoned the idea of keeping ahead of it."

"The Northern Pacific, we were told, has set aside \$7,000,000 to pay for double tracking, new terminals, equipment—everything that the growth of business has made necessary. The Pennsylvania, a single road touching a limited section of the country, on top of the in-

MAYOR McCLELLAN WANTS ATTORNEY GENERAL IN JAIL

New York's Executive Head Starts Action to Have Jackson Punished for Contempt of Court.

ALBANY, Jan. 12.—Mayor McClellan, in papers served on Attorney General Jackson, gives notice of motion to be made at a special term of the supreme court, on January 23, in this city, at which he will ask that an order be issued punishing the attorney general for contempt of court.

The mayor asks that the attorney general be imprisoned for his action until quo warranto proceeding, which he has begun on behalf of the people of the

state to test the title of his office as mayor, be withdrawn and discontinued. Mayor McClellan, in his affidavit, contends that the attorney general should be judged in contempt for violating a temporary writ of prohibition, restraining him from holding a hearing on an application of counsel for William R. Hearst, that he give his consent to the commencement of such action. He cites the fact that the attorney general began the second action while the writ was in effect.

That isn't a great amount for a great railroad system to spend, but suppose such an amount were devoted to internal waterway improvements. It would mean that the great Mississippi system of rivers would be made capable of handling the excess of business that is now crowding the railroads beyond their capacity. There is almost no freight-carrying capacity of those great streams if it were developed by wise improvement.

Commissioner Harlan voiced a view that is being more and more expressed in Washington by people who realize the crisis which has been reached in the railroad situation.

Admit Condition Is Serious.

There is no longer effort among railroad men to conceal the fact that the condition is serious. Indeed, so frankly have they admitted it, that some people insist that they are altogether overestimating it, in order to disgust the country with recent efforts at Government regulation of the roads. This is a far-fetched idea, apparently, in view of the fact that none of the present troubles could possibly be charged in any way to the new rate law. The rate law didn't shorten the supply of cars or congest terminals with them. It didn't make fewer engines than there were before. It didn't even make more freight for the railroads to handle.

There is one feature of President Hill's demand for five billions of dollars, however, that is regarded as having a bearing on the question of Government regulation of railroads. It is beginning to be asked whether the managers of railroads, now fairly entered upon a great epoch of betterment, extension, rebuilding, shall be allowed to raise the money as they please, and issue whatever capitalization they like. The impression is in authoritative Government circles that the process of injecting water into railroad securities is being pushed farther and faster by certain interests than is safe or desirable.

President Wants Check.

It is known that President Roosevelt has had his own attention attracted to this condition, and that he considers it grave. Indeed, there is good authority for the statement that the President would be glad to have some legislation passed which would vest in some Government authority the power to prevent issues of railroad capital except on as-

urance that it was needed and that the money thus raised would be invested in the property, and in such manner as to be useful. That there will be recommendation of legislation to this end, however, than most people imagine, is broadly intimated.

Advocates of improved waterways are making the most of these arguments. They believe that the time is at hand when systematic work will be laid out, on a scale heretofore undreamed of, for improving the interior rivers.

"We have been sleeping on our opportunities in this regard," Commissioner Harlan said in conclusion of his exposition. "Other countries are all developing their waterways, making the most of them. We are almost alone in overlooking the necessity. It is time to move."

ST. LOUIS, Jan. 12.—Testimony in behalf of the defendant has begun in the trial of David P. Dyer, Jr. Dyer is charged with embezzlement of \$3,500 from the treasury while he was receiving teller.

Dyer went on the witness stand in his own defense. He denied absolutely that he had taken and converted to his own use any money belonging to the United States. On cross-examination, he said that as the close of business September 27 last he discovered there was a shortage in his cage of \$3,500. He declared he was sure the shortage did not exist before that date.

Dyer stated that he did not report the shortage, because he thought that the missing amount would turn up, and he decided to wait a reasonable time and then tell about it. He said that when his accounts were checked up, October 2, he borrowed \$3,500 from Teller Ferguson to make his cash balance, and after the accounting he returned the borrowed money to Ferguson. Later in the day Cashier Johnson came to his cage to check him up. Dyer testified, "I said, 'all right,' and then I went to my father's office and told him they were counting me up and would find me short \$3,500. After telling my father (United States District Attorney D. P. Dyer), I went back to the cage."

DYER DENIES TAKING GOVERNMENT'S \$3,500

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FILES TWO WILLS OF MRS. HUGHES

Court Must Pass on Deceased's Place of Residence.

Complying with the order from the District Probate Court, Justice Gould presiding, Attorney John C. Gittings has filed with the court the wills of the late Louise A. B. Hughes, who died in New York city on January 7. It had been the understanding of Mr. Gittings that the wills were to be filed with the surrogate in New York city and that was why he had not presented them here when he learned of Mrs. Hughes' death. One of the wills is dated Washington, D. C., March 24, 1890. The signature to this instrument, which was drawn by J. J. Darlington and witnessed by John H. Olcott, Charles Moore, and J. J. Darlington, is mutilated. In this will Ivory G. Kimball and William H. Sholes are named as executors.

The other will, which is claimed to be the "last will and testament," was drawn in the Eutaw House, Baltimore, and is dated March 2, 1902. In this will Mrs. Hughes claimed Baltimore as her place of residence. This will is witnessed by Thomas W. Shipley, Stephen A. French, and William A. Simms. In this will the late Edward G. Niles, who it is charged, was in control of Mrs. Hughes, is named as executor and residuary legatee. Like the other wills that have come to light, a bequest of \$5,000 is left to the Georgetown University.

Mrs. Edward G. Niles is given \$15,000, Niles, in addition to a bequest of \$25,000, is also to receive the rest and residue of the estate. The Niles are the principal beneficiaries under this will.

The question of Mrs. Hughes' domicile will be determined later. The legates under the will of Mrs. Hughes' husband have served notice of contest, and they were represented in court yesterday by Charles W. Stetson.

ACQUIRE KEY MANSION OBJECT OF COMMITTEE

The first decided steps toward acquiring the Key mansion, on M street, Georgetown, and to maintain it as a memorial to the author of "The Star-Spangled Banner," have been taken by the incorporation of "The Francis Scott Key Memorial Association." The incorporators are George Dewey, Ashley M. Gould, Job Barnard, Thomas H. Anderson, Henry B. F. Marfariand, Louis E. McComas, Winfield Scott Schley, Daniel W. Baker, F. S. Key Smith, Stuart McNamara, William D. Hoover, William H. Davis, John R. Young, E. Clay Timanus, and Henry Quarles Nicholson. A meeting of the directors will be held within two weeks, when a program will be decided upon as to the ways and means to raise the funds necessary to acquire the property in which the famous poet lived.

Elliott Shepard Jailed But for Nine Days Only

New Yorker Who Killed Child in Paris and Was Heavily Sentenced, Buys Way Out of Prison.

PARIS, Jan. 12.—The case of Elliott F. Shepard, of New York, who in October, 1905, was sentenced to three months' imprisonment, \$120 fine, and to pay \$4,000 damages to the parents of Madeline Marchand, who was killed by Mr. Shepard's automobile in August of that year, has finally been settled. The damages were paid immediately after the decision, and subsequently the sentence was reduced to six weeks' imprisonment.

Since then the carrying out of the sentence has repeatedly been suspended, pending the efforts made to secure a

pardon for Mr. Shepard. A fortnight ago, through a misunderstanding, a request for a pardon was presented in such a way that it entailed an instant decision, and the pardon being refused, the sentence went into execution.

Mr. Shepard was thereupon arrested, but was only subjected to the regime of an "accused person." After remaining in prison for nine days, the attorneys agreed to pardon Mr. Shepard on the payment of \$2,000. The pardon carried a special exemption from the law under which foreigners convicted of crime are, upon their release, conducted to the frontier and expelled.

ASYLUM ONLY HOME, LIVES 77 YEARS

Kentucky Woman Costs State \$10,000 During Lifetime.

HOPKINSVILLE, Ky., Jan. 12.—Lucy Darby, the last survivor of the 113 patients transferred from the Lexington Asylum to the Western Asylum when it was opened November 21, 1894, is dead, aged seventy-seven years. She sustained a fracture of a hip bone ten years ago and had been bedridden ever since and totally blind.

She was born in the Lexington Asylum, her mother being a patient, and lived there until she was transferred here, when twenty-five years old. She cost the State during her long life more than \$10,000 in per capita payments. She had no relatives and her body was buried in the asylum cemetery.

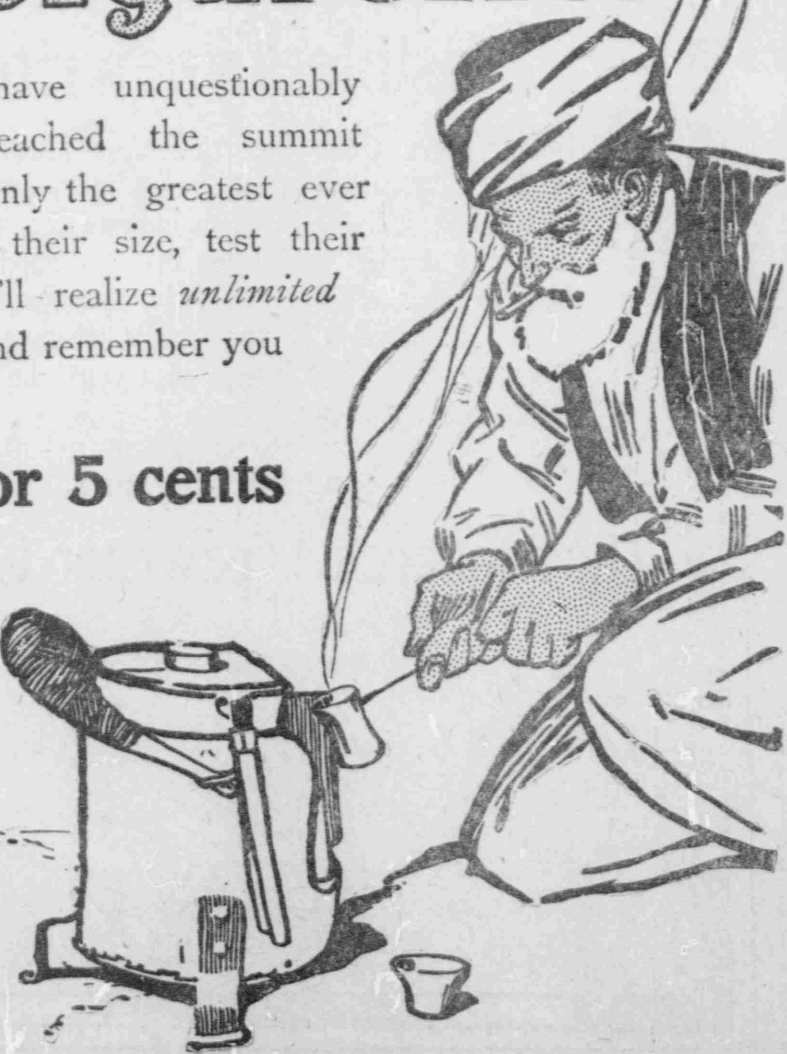


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Manufacturers' price made to sell for	Manufacturers' price made to sell for	Manufacturers' price made to sell for	Manufacturers' price made to sell for	Manufacturers' price made to sell for
\$10	\$12	\$15	\$20	\$25

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